



NEW MOTOR ROAD TO THE PEAK.

SCHEME TO COST \$50,000.

LOCAL COMPANY MAY RUN SERVICE ON PROPOSED ROUTE.

EFFECT ON PEAK TRAMS.

The *China Mail* learns that the Government of Hong Kong intends to construct a motor road from May Road to Magazine Gap, on the Peak, at a cost of about \$50,000. Owing to the present financial depression, it has been decided not to proceed with the scheme immediately.

The new road, which will have a gradient varying from one in eleven to one in nine feet, will be roughly half a mile long, and will save about three miles of the present Gough Road route to the Peak.

The *China Mail* further understands that a local company may consider running a regular bus service to the Peak via this new road, in competition with the Peak Tram.

The Hon. Mr. E. R. Halifax informed our representative that, in his opinion, the Government should raise no objection to any such bus service, were the road in question considered suitable for motor vehicular traffic.

KEEN COMPETITION LIKELY.

The proposal to construct a motor road from May Road tram station to Magazine Gap has been under the consideration of the Public Works Department for nearly two years, being first mooted by one of the road engineers. The plans and estimates of cost were put before the Estimates Committee recently this year, but were rejected by the Government owing to the financial depression, which has necessitated retrenchment in all the public services.

The scheme, however, has the serious consideration of the Government, and the *China Mail* representative was informed this morning by the Colonial Secretary that there was every intention to go ahead with the scheme as soon as it were economically possible.

"A Bad Principle."

It is understood that the initial cost of the construction of the proposed road would be in the neighbourhood of \$50,000. It was suggested that a private company interested in the commercial possibilities of the route for the public conveyance of passengers, might be willing to contribute half or even more toward this cost.

Mr. Halifax stated that it was extremely unlikely that the Government would consent to any such arrangement.

"In the first place," he said, "it is a bad principle. It is like selling the road to a private concern, which would most likely make a contribution only on condition that it were given the monopoly for motor bus traffic, which would, of course be unfair."

The Colonial Secretary added that, if the road were considered to be suitable for heavy traffic, he did not see any reason why the Government should raise objections to motor buses using the route. He thought, however, that it would be somewhat of a strain on the engines. "Even in Garden Road," he said, "you see, the buses fighting their way up."

He agreed, however, that by making bends and deflections, the gradient could be lessened, but only at considerable cost.

The road at present has been constructed as far as 100 yards east of May Road Station, but there is a likelihood that it will be continued as far as Queen's Gardens at an early date.

Motor Bus Service

In an interview with the *China Mail* this morning, Mr. P. H. Suckling, A.S.A.A., General Manager of the Hong Kong and Shanghai Hotels Co., Ltd., informed our representative that the scheme was new to him. "I have certainly not been mentioned before to the Company," he added, "whether his Company would decide to put a motor bus service on the new road when

No. 27,620

HONG KONG, THURSDAY, OCTOBER 16, 1930.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/3 9/16.

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The China Mail

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MAKING CHINESE TALKIES.

Scheme of An Important British Organisation.

LAUDABLE ENTERPRISE.

Authoritative information has reached the *China Mail* that a large British film organisation, co-operating with a local Company which has recently acquired executive offices in Hong Kong, is about to embark on an extensive scheme for making Chinese talking pictures in Hong Kong.

The *China Mail* learns that several weeks ago, a representative of the British organisation, which is said to have not only the controlling interest in the latest film production studios in Britain but also control a chain of talking-picture theatres throughout Great Britain, spent several days in Hong Kong, and with the local agents of the concern, chose a site for the erection of extensive studios near Laichikok.

Studio to Cost \$250,000.

The plans for the studio building are already in preparation and will cost in the neighbourhood of \$250,000. In them will be installed the very latest apparatus for the production of talking films, including reproduction in natural colours. It is also understood that plans have been completed for the reproduction to be in three Chinese dialects—Cantonese, Hokienese, and Teuchew—and later will include one or more of the northern dialects.

The operations of the new Company are being kept very quiet, but it is evident that the preparations have gone well ahead and it is expected that the first Chinese talkies will be ready for distribution in the Far Eastern market by February next.

New and Promising Angle.

The fact that the British film magnates have realised the importance of the talkie business in the Chinese languages is significant. In the days of the silent film, the British made little progress in the Far East, but the recent reorganisation and amalgamation of the best interests in British filmdom, backed by very strong financial support, has given the whole industry in Great Britain a new and promising angle. The British were the first to realise the importance of the multi-lingual talking-picture, and they are evidently following up this policy to secure a firm foothold in the Far Eastern market with Chinese films made under British supervision.

Work for 3,000 Persons.

It is said that the new business in Hong Kong will give employment to a total of 3,000 workers, and that it has the keen support of those in authority.

Peak Tram Co.'s Views.
Mr. J. D. Humphreys, of Messrs. Humphreys and Son, General Managers of the Peak Tramways, Ltd., told our representative that if a regular bus service were run to the Peak by the new route there was, of course, a considerable likelihood of the Peak Tramways being affected. Such a competitive service, serving as it did a much wider area than the tramways possibly could, was bound to deflect a certain proportion of the passenger traffic.

Asked whether, if such a bus service were started, the Peak Tramways would also run a motor bus service in competition, Mr. Humphreys said that it was possible that they might; although, of course he could make no statement of that nature without consulting the Directors. It was, after all, only common sense to keep oneself in the running in any business territory.

Waste Of Money.
With the present state of depression

WORK OF IMPERIAL CONFERENCE.

Discussion on Empire Broadcasting.

DISARMAMENT TALK.

Rugby, Yesterday. These was no meeting of the heads of the delegations to the Imperial Conference to-day, but the work of the Committees continued.

The Communications Committee

further considered various aspects of Empire broadcasting, and the Committee on arbitration and dis-

armament, and the General Economic Committee also met.

The Canadian delegate, Mr.

Maurice Dupre, presided over the Arbitration Committee, to which a

discussion on the general act was

commenced. It will be continued

to-morrow. The Committee agenda

includes three main items—firstly, a

general act for the pacific settle-

ment of international disputes;

secondly, amendments to the League

of Nations Covenant; and thirdly,

the question of disarmament, in

general with special reference to a

general disarmament convention.

The Foreign Secretary, Mr. A.

Henderson, at Geneva in September

announced that the United Kingdom

Government was prepared in prin-

BUYING A CAR.

FIAT THAT WAS CALLED A "TROT."

AN UNUSUAL ACTION.

In the Summary Court this morning, Mr. Justice Jacks delivered judgment in a case in which Mahan Singh, of Parkes Street, Yaumati, sued B. R. Irane, of 44, Wyndham Street, for \$1,000, in connection with the sale of a Fiat cabriolet motor-car, No. 2058.

Plaintiff originally claimed \$1,040,

but waived the \$40 in order to bring the action within summary jurisdiction.

A Complicated Affair.

In delivering judgment for plaintiff, His Lordship said:—

The facts in this case are as follows:—In May of this year George Rouviere agreed to purchase from Messrs. A. Goeke and Co. one Fiat 520 cabriolet, engine No. 218176. The purchase

price was \$2,800 Hong Kong currency, of which \$1,000 was paid in cash, and the balance was to be paid in monthly instalments. On

June 6 Rouviere borrowed \$1,000

from the plaintiff and gave him as

security a bill of sale on the "Trot"

two-seater motor car, No. 2058, engine No. 218176, private motor car.

This bill of sale was duly registered.

Car Transferred.

On July 18 plaintiff heard that

Rouviere had left the Colony, and on

making enquiries at the Traffic De-

partment learned that the car No.

2058 had been transferred to the

defendant. On July 29 the plaintiff's

solicitor wrote to the defendant, and

after stating that one "Trot" two

seater motor car, engine No. 218176,

Private motor car licence No. 2058,

had been assigned to the plaintiff by

a duly registered bill of sale, formal-

ly requested the delivery-up of the

said motor car. The defendant was

in an unfortunate position, for

in addition to this claim by the

plaintiff, the vendors who had sold

the car to Rouviere had been mak-

ing some kind of claim on him in

respect of the unpaid balance of the

purchase money.

On July 30 the defendant's soli-

citors, who were then in possession

of the particulars of the vendors'

claim, wrote and asked for further

particulars of the plaintiff's claim.

Further correspondence and inter-

views took place between the

plaintiff's and defendant's solicitors

which did not result in the delivery

of the car to the plaintiff, who issued

a writ in this action on August 30,

claiming damages for the wrongful

conversion of this car to the defen-

dant's own use.

Question of Identity.

The first point to be considered

is the identity of the car dealt with

in three transactions which I have

mentioned.

The car sold to Rouviere was a

Fiat 520 cabriolet, engine No.

218176, and it had then apparently

no car licence number.

The car which was assigned to the

plaintiff by Rouviere under the bill

of sale is described as one "Trot"

520 two-seater motor car, engine No.

218176, private motor car No.

2058. And the car which was pur-

chased by the defendant from

Rouviere is described in his licence

as Fiat 508, engine No. 218176, seat-

ing capacity two, licence No. 2058.

No evidence was given that

Rouviere possessed any other cars.

There are two discrepancies in the

descriptions. The car is described

as a "Trot" in the bill of sale; a name

which is unknown here, but the

gentleman who drafted the bill of

sale stated in evidence that he knew

nothing about motor cars. He

copied the particulars from the car

licence, and read "Trot", instead of

Fiat.

A Natural Error.

THE CHINA MAIL.

THURSDAY, OCTOBER 16, 1930.

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RIO DE JANEIRO Friday, 28th November.

BOMBAY—Via Singapore & Colombo.

SUNDAY, 19th October.

BORNEO MARU (Calls at Karachi) Monday, 3rd November.

DURBAN, LORENZO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN-

ZIBIA & MOMBASA—Via Singapore & Colombo.

PANAMA MARU Wednesday, 5th November.

CALCUTTA—Via Singapore, Penang & Rangoon.

SEATTLE MARU Saturday, 18th October.

HIMALAYA MARU Saturday, 1st November.

VICTORIA, SEATTLE, TACOMA & VANCOUVER.

ARIZONA MARU (from Shanghai) Monday, 20th October.

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SANYO MARU Saturday, 26th October.

JAPAN PORTS.

TACOMA MARU Friday, 24th October.

BATAVIA MARU Monday, 10th November.

KEELUNG—Via Swatow & Amoy.

TAKAO—Via Swatow & Amoy.

TAKAO & KEELUNG.

BATAVIA MARU Monday, 10th November.

For further particulars please apply to: OSAKA SHOSEN KAISHA

M. TAKUCHI, Manager.

Donations and Subscriptions must now

be sent to the Hon. Treasurer, Mrs. H. E.

Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY



SHIPPING'S GREATEST CRISIS.

RATIONALISATION KILLING INITIATIVE.

SHIPBROKERS' PRESENTATION.

Mr. Norman McCallum presided over the annual meeting of the Liverpool District Association of Chartered Shipbrokers.

The Chairman, in proposing the adoption of the report and accounts, said they met at a time when business was in a parlous state, and shipping passing through probably the greatest crisis the industry had experienced in their time. Led by financiers and politicians, the country appeared to idolise the theory of rationalisation. He ventured to predict that the time was not far distant when over-centralisation of commerce, under the control of small groups, would prove a failure, and that derationalisation would inevitably ensue.

Certain of their members asked occasionally, "What is the institute doing?" Surely it was evident that a great deal was being done in a quiet way. Members had benefited financially by the scale of agency charges, and slowly, but surely the institute was becoming more and more recognised at home and abroad; even by Government departments its voice was listened to seriously. Its influence in shipping matters was invaluable, and they had the knowledge that behind them there was a recognised organisation that would continue to be of the greatest possible benefit to the profession as a whole.

Their honorary treasurer, Mr. Dowler, whom they were glad to see with them restored to health, informed him that the invested funds amounted to £1,003 15s. 5d., with cash in bank £235 2s. showing total assets of £1,238 17s. 5d., an increase over last year of £125 15s. 9d. (Hear, hear.) Mr. Coker had acted as hon. secretary to this association since its formation nearly thirteen years ago, and apart from this his invaluable services representing Liverpool at the incorporation of this association with the Institute of Chartered Shipbrokers could not be overestimated. He spoke from actual experience, having served with him at that time.

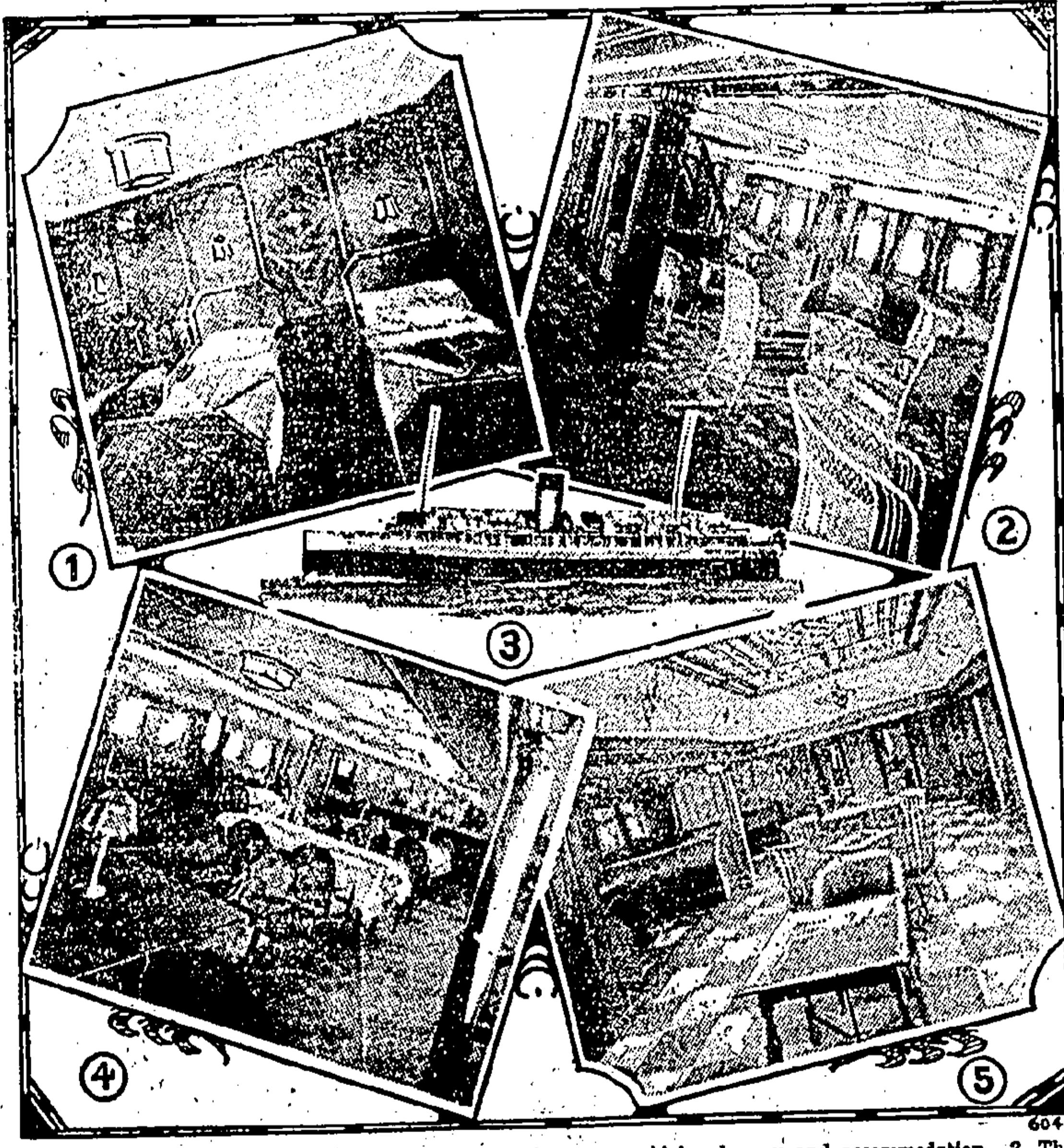
Mr. Coker suitably responded.

B.I. LINERS.

SOUTHAMPTON AS CHIEF OUTWARD PASSENGER PORT.

London, Sept. 18. Starting in October British India liners will make Southampton their chief outward passenger port, instead of London.

"Princess Helene" is a Princess Indeed



The new "Princess Helene" which has just entered room combining luxury and accommodation. 2. The service of the Canadian Pacific Railway Company running between Saint John, N.B., and Digby, N.S. is worthy of her title in every respect. She is the last word in speed and comfort, and her accommodation, as is shown by the above pictures, compares favorably with liner-class ships. 1. A bed-

ed with sympathy and regret:—

Mr. Richard Goodyear, Sir Arnold Rushton, Mr. W. W. Kellogg, Mr. J. W. Brown, Mr. H. E. Drain, Mr. J. A. Draper, Mr. R. H. Hughes, and Mr. W. W. Williams. He was glad to report that four new members had been enrolled, and one Associate elected as a Fellow. The total membership of the Liverpool branch at the close of the year under review was 184. He would like to sound a note of optimism. There was no doubt that trade, not only in their country, but throughout the world, was in a bad state; at the same time he suggested that, though recovery may be slow, many people were prone to be too pessimistic. Their great aim should be economy, which must be practised not only in Parliament, but by local councils throughout the country. Taxation totalling \$16 per head of the population was spilling, and not nearly approached by any other nation. In spite of the excessive burden of direct and indirect taxation they as a nation stood second to none.

Mr. E. A. Behrend seconded, and the resolution was adopted.

Mr. H. H. Lloyd was elected a member of the committee, and Messrs. Harmood, Banner and Son were re-appointed auditors.

Mr. Norman McCallum was re-elected chairman for the ensuing year at a committee meeting following the general meeting.

Recognition of Hon. Secretary's Services.

The Chairman, in making a presentation to the Hon. Secre-



LARGEST AND FASTEST SHIPS ACROSS THE PACIFIC

QUICKEST ROUTE ORIENT — AMERICA — EUROPE

SPECIAL FARES
£120. £112. £83.

Canadian Pacific Representatives meet ships at all ports to give advice and render assistance.

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BRITISH WUCHOW LINE

OCTOBER SAILINGS.

DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trott]

OCTOBER

TUES. 21st MON. 27th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink]

OCTOBER

SAT. 18th WED. 29th

THURS. 23rd

For information apply to

KWONG WING Co., Ltd.

29, Connaught Road, West, Hong Kong

Phone 20893.

WARSHIPS IN PORT

CONSIGNEES' NOTICES

The following British warships are in harbour to-day:

Herald—No. 4 buoy.

Magnolia—in dock.

Moth—No. 7 buoy.

Tamar—Basin.

Seraph—East wall dock.

Turantula—in dock.

Foreign.

Adamastor—Portuguese cruiser.

Consignees of cargo ex s.s. City of Johannesburg are reminded to take delivery of their goods which will be subject to rent after October 21.

Consignees of cargo ex s.s. Benmacdui are reminded to take delivery of their goods which will be subject

THURSDAY, OCTOBER 16, 1930.

**P. & O.-British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA; CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA;
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MIRZAPORE	6,715	1930 10th Oct. 4 p.m.	Straits, Colombo & Bombay.
KHYBER	9,114	26th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles & London.
KIDDERPORE	5,334	11th Nov.	Straits, Colombo & Bombay.
NAGFORD	5,283	16th Nov.	Marseilles, Barcelona, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	6th Dec.	Bombay, Marseilles & London.
KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,650	1931. 3rd Jan.	Bombay, Marseilles & London.
JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

* Cargo only. t Calls Carablanca.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

		1930	
TELAWA	10,000	24th Oct.	Singapore, Penang & Calcutta.
TALAMBA	8,018	16th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	27th Nov.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

		1930	
NELLORE	6,853	31st Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,966	1st Dec.	
ST. ALBANS	4,506	2nd Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Nollo, Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:-

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

		1930	
KARMALA	9,128	18th Oct.	Shanghai, Moji, Kobe & Yokohama.
BEENALLA	-	18th Oct.	Shanghai & Kobe.
TALAMBA	8,018	22nd Oct.	Amoy, Shanghai, Moji, Kobe, Yokohama & Osaka.
MACEDONIA	11,120	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	1st Nov.	Amoy, Moji, Kobe & Yokohama.
LAHORE	6,804	5th Nov.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,966	11th Nov.	Shanghai, Moji, Kobe & Yokohama.
JEYPORE	5,318	14th Nov.	Amoy, Moji, Kobe & Yokohama.
KALYAN	9,144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	16,650	5th Dec.	Shanghai, Moji, Kobe & Yokohama.
PERIM	7,048	18th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers of London and Australian Lines are fitted with Landries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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Agents.

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Bottled by the Brewer!

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SEMI-STIFF COLLARS.

Double Semi-Stiff Collars with all the smartness of the Stiff Collar with the comfort of the Soft. Can be supplied in all Sizes in two smart shapes. Washed and laundered at home.

SPECIAL
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THE FINEST VALUE EVER OFFERED.

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Overland China Mail.

[The weekly edition of the "China Mail". Annual subscription, H.K. \$12 including postage \$10, payable in advance.]

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[London Office: S. H. Bywaters & Co., Ltd., 30-33, Southampton Street, Strand, W.C.2.]

Hong Kong, Thursday, Oct. 16, 1930.

POWER OF PRESS.

It is the common delusion of many persons in Hong Kong that the local Press has neither influence nor power. People who hold such ideas probably also quite seriously believe, for example, that the Government is influenced by public opinion, and that certain things are done, not because a certain engineer or Treasury official thinks they should be done, but because there is a public demand for them.

The power of the Press lies not in the amount of capital that may be behind a particular newspaper; not in the influence of its directors, or not even to the dictates of its leading articles. The power of the Press lies exactly in its ability to hit the bull's eye every time. Where there is an injustice, or grievance, mere purple patches of indignant protest will only irritate the public and amuse the authorities. The only way to rouse both is to draw aside the veil and show by means of actual facts and figures the true position of affairs.

Consistently to carry out such a policy, a paper has of necessity to be fearless and unbiased. A newspaper can only be truly powerful if it sets out sincerely and honestly to reveal the truth for the benefit of the public, and by so doing strive to turn the tide of Government as well as public opinion in a more equitable direction. The Editor of a newspaper may have just as much intelligence, common sense, education, and honesty of purpose as the head of any Government.

It is often said by people who are not given to undue use of their brains that the Press has to attack the Government because it has nothing else to say, and because the Government is easy prey, its servants being prohibited from refuting any charges that are made. That, of course, is a ridiculous assertion. A Government, just as any social and commercial organisation, is liable to suffer from mismanagement and inefficiency, especially when the whole system is radically wrong from top to bottom; and in cases where such weaknesses are apparent it is the duty of the public Press to thresh the matter out in print. On the other hand, idle flattery of the Government or of a particular Department is equally to be avoided, if only because it can have no practical or useful result.

A newspaper which adopted the policy of lauding the every action of its Government is fit for no other country than the idealistic Utopia, run by that equally impossible ideal, a perfect Government.

In conclusion, we should like to remind our readers that, however fierce the assault upon the local Government, and its activities may sometimes be, it is and has never been even a shadow of those prolonged, personal, and violent attacks which are made with impunity against the Government of Great Britain by all

those who have come to a definite decision on them. He appears to have thought that he was not bound to come to a conclusion on the plaintiff's claim until some payment was due under the bill of sale and that any action in the meantime by the plaintiff would be premature. He has now admitted that this is not so.

In my opinion the defendant should not have retained the car as long as he has done. I give judgment for the plaintiff for the amount of his claim and costs.

the daily newspapers in the United Kingdom. The reason for this wide difference we prefer to leave to our readers to decide for themselves.

News in Brief.

One case of diphtheria—Chinese was notified from Kowloon yesterday.

Remanded from yesterday by Mr. Batter on a charge of having assaulted a fok, the master of the Lam Lung Knitting Factory of Tai Nam Street was today convicted and bound over in a bond of \$50 to keep the peace for six months. He was also ordered to pay the fok \$6 damages.

Sentence of six months' hard labour was to-day passed on an unemployed Chinese coolie who was convicted at Kowloon on a charge of the larceny of \$10 from a proprietor at the Kowloon Vegetable market, Waterloo Road. Inspector R. H. E. Marks stated that this was the second larceny of this type in the last three days.

A report was made to the Police yesterday that a \$10 note was handed in at the Hong Kong and Shanghai Bank which had been altered to \$50. The man who passed the note was paid two \$5 notes by the shufu who thought it was a \$10 note. The man walked away quietly and the discovery was made later. The Police are investigating.

To-day Chan So described as master of a first class passenger boat, was to-day charged by Sub-Inspector Chevalier before the Marine Magistrate with carrying undesirable women on his boat within the limits of the harbour yesterday. Defendant admitted that he took three girls to a steamer, whereupon the Magistrate imposed a fine of \$50 or six weeks' hard labour in default.

BUYING A CAR.

(Continued from Page 1.)

More Mistakes.

The car which defendant purchased from Rouvire is according to the official record of the Traffic Department a Fiat 520, engine No. 218176, two-seater, private vehicle licence No. 2058, though in the licence issued to defendant on July 17 the car is described as Fiat 508. The officer who produced the records of the Traffic Department admitted that he prepared this licence and that 508 is an error. I am satisfied that the car dealt with in the three transactions is the same car and that though it was described as a "Trot," the other particulars given in the bill of sale are sufficient for the purpose of identification in this case.

The principal money due on the bill of sale does not become due until November 5 next, but the defendant withdrew his contention that the plaintiff's action was premature on this account. So I will not deal with this point, nor with the point that "fraudulent removal" had not been proved in this case.

"Specific Demand." The defendant contended that in an action for conversion the plaintiff must prove a "specific demand" for "specific" goods and a "specific refusal." I am of opinion that the plaintiff's solicitor's letter of July 29 was a specific demand and that the description of the car was sufficiently specific to inform the defendant which particular car was being demanded.

There are circumstances in which a demand of this kind may be refused. The defendant in this case had another claim against him in respect of the same car, but he was in possession of the particulars on which this claim was based, and an immediate search of the bills of sale register would have given him the particulars on which the plaintiff's claim was based. The defendant was in a difficult position as he had bought a car for which he had paid \$2,000 and almost immediately afterward received a claim in respect of purchase money unpaid by his vendor and another claim for \$1,000 by the plaintiff as the holder of a bill of sale on the car.

Verdict for Plaintiff.

These claims required careful consideration; but I think the defendant should have come to a definite decision on them in less than a month.

He appears to have thought that he was not bound to come to a conclusion on the plaintiff's claim until some payment was due under the bill of sale and that any action in the meantime by the plaintiff would be premature. He has now admitted that this is not so.

In my opinion the defendant

ALL BANDAGED UP, BUT HAPPY.

R.101 Survivors Have
No Flying Nerves.

READY TO GO AGAIN.

London, Yesterday.

Three of the R.101 survivors, wireless operator Disley and Engineers Cook and Savory, all in bandages, arrived at Croydon from Beauvais to-day by air liner.

They were sympathetically welcomed by a crowd and all medically examined at the aerodrome. Cook was sent to hospital, but Savory and Disley, who were allowed to go to their homes, were very jolly and said they had enjoyed to-day's flight immensely.

Asked if they would go in an airship again if they had the chance, they replied: "Of course. We belong to the R.100." They scorned the idea that their flying nerves had gone.

The survivors, Leech and Bell, who arrived by boat train two days ago, were at the aerodrome to welcome their chums.—Reuter.

Personnel of R.100.

Rugby, Yesterday.

Regarding the suggestion that all reconditioning work on the airship R.100 had ceased pending a decision on the future of British airships, the present intention of the Air Ministry is to avoid new commitments and the inception of any work which might prove unproductive, but at the same time to avoid as far as possible the discharge of personnel who might subsequently be re-engaged.—British Wireless Service.

In the resolutions adopted at the Conference shows recognition of the great importance to the Meteorology of the China Seas of the Meteorological Stations established at Pratas by the Government of China. The Conference also expressed the hope that similar stations will be established in zones not yet represented, especially on the Macclesfield Bank and the Paracels.

In another resolution Conference expressed the hope that masters of ships wishing to draw a weather map may be allowed to apply to the Pratas Station for observations from the land stations, received daily from the various Weather Services in the Far East. The Conference emphasised the desirability of using short wave for the transmission of weather messages between observatories, in order to minimise interference by atmospherics.

Of great importance is the resolution adopted by the Conference that the China Seas Storm Signal Code, as revised by the Director of the Royal Observatory, Hong Kong, and amended at the Conference, be adopted by Weather Services in the Far East which use a non-local Storm Signal Code.

It is altogether a very well compiled booklet, which should prove extremely valuable to meteorologists and others interested.

TALK EASY.

LADY'S UNDUE ANXIETY FOR HONG KONG.

MEDDLESOME DEAN.

London, Yesterday.

A meeting of the Lancashire and Cheshire Association for the Abolition of the State Regulation of Vice, held in Manchester, discussed the mul tsai system.

Miss Ashworth, one of the most active of the Association's officials, said that for the sake of our honour and prestige, something should be done to clean up Hong Kong before the League of Nations committee to enquire into the subject arrived.

The Dean of Manchester criticised the non-reception of the half yearly reports demanded by Lord Passfield from the Hong Kong Government, and said Lord Passfield had informed him that he was prepared to send those reports to the League of Nations.—Reuter.

THEFT OF TAPS.

BUILDING CONTRACTOR IN KOWLOON VICTIMISED.

CARPENTER JAILED.

A Chinese carpenter, employed by the Hop Yick firm of building contractors, to-day pleaded "guilty" before Mr. H. R. Butters at Kowloon to the larceny of three nickel-plated taps, valued at \$1,028.

Defendant pleaded guilty.

Sergeant Meadows said that the taps were stolen from the Hop Yick stores in Hankow Road. Accused was searched by a watchman, when leaving the premises, and the taps were found in his possession.

"There has been a lot of stealing from this particular contractor, and he has lost quite a lot of stuff during the erection of the new building opposite the Star Theatre," concluded the Sergeant.

Mr. Butters passed sentence of six weeks' hard labour.

TICKETS VALUED AT \$1,328 CONFISCATED.

Detective-Sergeant Meadows today charged a Chinese before Mr. Butters at the Kowloon Court with the unlawful possession, with a view to sale, of 4,800 po piu lottery tickets, valued at \$1,328.

Sergeant Meadows said that the tickets were in envelopes. The defendant was arrested at about ten o'clock yesterday on the Castle Peak Road, on information received. He was believed to have come down from Sun Chun, and was about to go to Yau Ma Tei or Tsimshau Tsui on a motor bus when caught. The tickets were of different values and "raked" from 20 cents to \$6. They were Canton tickets.

A fine of \$600 with the alternative of three months' hard labour was imposed, and his Worship ordered the tickets to be destroyed.

WEATHER SERVICES IN FAR EAST.

Published Report of Conference.

VITAL RECOMMENDATIONS.

The *China Mail* has received a copy of the report of the Conference of Directors of Far Eastern Weather Services, which was held at Hong Kong from April 28 to May 2, this year.

Delegates who attended were:

Monsieur E. Bruzon (Indochina), Mr. T. F. Claxton (Hong Kong), the Rev. Louis Fare, S. J. (Zi-wei), Mr. Pingian Tsing (Tsingtao), the Rev. Miguel Selga, S. J. (Philippines), Lieut.-Comdr. Y. C. Shen (Pintas) and Mr. S. W. Sung (China), represented by Mr. Cochlin Chu, Director of the National Research Institute of Meteorology, Nanking.

Present by invitation in an advisory capacity were Captain R. H. G. Ashby, Capt. A. W. Davison, Lieut.-Comdr. A. E. Dodington, R.N., Lieut. A. St. J. Edwards, R.N., Mr. C. W. Jeffries, Capt. D. Skinner.

Mr. Claxton was President of the Conference.

The report, which is published by the Royal Observatory, Hong Kong, contains a verbatim report of the minutes of proceedings of the seven meetings, and also a large number of pages is devoted to appendices.

In the resolutions adopted at the Conference shows recognition of the great importance to the Meteorology of the China Seas of the Meteorological Stations established at Pratas by the Government of China. The Conference also expressed the hope that similar stations will be established in zones not yet represented, especially on the Macclesfield Bank and the Paracels.

In another resolution Conference expressed the hope that masters of ships wishing to draw a weather map may be allowed to apply to the Pratas Station for observations from the land stations, received daily from the various Weather Services in the Far East. The Conference emphasised the desirability of using short wave for the transmission of weather messages between observatories, in order to minimise interference by atmospherics.

Addressing Mr. H. R. Butters (Magistrate), Mr. d'Almada said that he was entering a plea. The position in this case was that the summons was taken out under section 30 of the Public Buildings and Health Ordinance—subsection 2. His preliminary objection in law was that the whole summons was bad ab initio, that is, that the complainant had not produced the authority from the Board to institute the proceedings as required by the sub-section already referred to. Mr. d'Almada's other objection was that the prosecuting officer (in this case being Sanitary Inspector J. Gellatly) was not one of the persons mentioned in the sub-section, and also the officer had not produced authority from the Board to commence the proceedings.

He pointed out that it was a technical objection but, at the same time, a very serious one.

Senior Sanitary Inspector A. K. Taylor: Rather a big question.

Mr. d'Almada: It is rather a big question, I admit that, and it will probably be followed by an amendment of the Ordinance.

Inspector Taylor explained to his Worship that applications for summonses were made to the Medical Officer of Health, who was the man to decide if action were to be taken or otherwise.

His Worship adjourned the summons for a week for the prosecution to consult the Crown Solicitor.

PO PIU LOTTERY.

TICKETS VALUED AT \$1,328 CONFISCATED.

Detective-Sergeant Meadows today charged a Chinese before Mr. Butters at the Kowloon Court with the unlawful possession, with a view to sale, of 4,800 po piu lottery tickets, valued at \$1,328.

WOMEN & THE WORK OF THE WORLD.

Talents and Capacities Are Realised.

MISS MEGAN LLOYD GEORGE.

London, Sept. 9.
Who knows what a wealth of ability is hidden—never utilised in public work, sacrificed to housework—by women in homes all over the world? This is the gist of a thought expressed by Miss Megan Lloyd George, Liberal Member of Parliament and daughter of the man who, for his part in the Great War, is sometimes referred to as Britain's "Father of Victory."

"Because these women never have the opportunity or the time to take part in public affairs local or national, their talents and capacities are not realised. That is one reason why it is difficult to predict the extent to which woman will make use of her political emancipation in the future," she declared in an interview with the United Press.

During the conversation, "Megan," as she is affectionately known to friends, discussed Peace. She declared that more Peace propaganda was needed and that the Churches should do their share in it. She hinted that "if only the United States could be induced to take more interest in European affairs, many of the obstacles or the road to world peace would be removed."

"No-one expects the United States to become involved or entangled in European politics," she said, emphasising that she did not believe it would be reasonable to expect the United States to become an active partner in "minor details" of the European organisation. "But," she added, almost in a pleading tone, "it seems hardly possible to expect the achievement of permanent world peace of the greatest countries in that world remains almost entirely aloof from the affairs of Europe."

League of Nations.

Asked if she did not think that the League of Nations was sufficiently powerful to maintain peace in Europe:

"If the League is to be effective it can only be if public opinion in all the nations has been mobilised in support of it, otherwise it must be like a machine without motive power," she replied declaring that in her opinion British and the United States have "the greatest responsibility" in regard to world peace.

Imagine a very attractive young woman, physically "petite." A somewhat pale face, blue eyes and a diminutive figure will help to convey the right impression. Picture her wearing a small, tight-fitting hat, from beneath the sides of which peep, hiding her ears, the curled up ends of pretty light brown hair. Complete this image by visualising her in a light sunmer dress, one of those graceful affairs which Paris sends London and New York for society's garden-parties—if you add to this the fragrant odour of discreetly perfumed powder which seems to float around her, you should have a fair idea of how Megan Lloyd George looks.

How she thinks? Her answers to questions should facilitate any attempt to find out if, as her friends say, she is a "chip of the old block."

"Are you one of those who believes that woman's place is in the home?" she was asked:

Women Must Decide.

"I believe that is a question for every woman to decide for herself," she replied promptly adding, "I think their decisions should depend largely upon circumstances. If a woman can afford to have someone to help her with the care of her home and children it seems to me there can be no objection to her carrying out whatever ambitions she may have, that is, so long as she does not neglect her responsibilities at home. Of course, in cases where lack of financial means would entail the choice between sacrificing a career or the children, I certainly think that the woman's duty lies at home."

Asked if she thought that a time might come when more women cabinet ministers would be chosen, she replied that one might as well ask how many more Madame Curie the world would produce, but, she added:

"I do hope that some time we may reach the point where a woman will be judged on her merits and given whatever position she happens to be qualified to take, without prejudice."

Then, replying to the question "To what extent do you think women can influence the future peace of the world?" she said: "The best answer to that question is, I think, the splendid anti-big-navy agitation which the women of America led not so very long ago."

"We must use every possible means of propaganda," she declared, adding: "Pence should be preached from their pulpits. I am sure if the Church does not branch

peace, what is their message? The thoughts of people everywhere must be influenced toward peace and against war. We must have more books, plays, pamphlets, in short, we must have as much propaganda as possible."

"Then there is something else. We must correct in our minds this idea that war is a great adventure." The view is anticipated now: "The days have long since gone when men were clad in armour and when they saffied forth on noble charmers' knights of crusades gone by, truly on a great adventure. But to-day? The last war taught us that war is no longer a sort of inspiring romance. To-day it is grim, horrible. The last war was devastating, catastrophic. Since then science has discovered and invented new machinery of war more destructive than anything used in the great war. Is it not possible to ensure that there will be no next war?" The answer to that question depends on so many things happening: a far greater measure of disarmament; arbitration; a sincere and courageous attempt to block up every avenue that might lead to war.

"Why not in the place of thinking thoughts like that, thoughts of war, why not turn our imagination to something finer? Why not, if we seek adventure, emulate the Nansen, the Scotts, the Lindberghs, the Amy Johnson? Theirs were adventures in the true sense of the word and I believe that if we could teach this to our children war would be more difficult, indeed."—United Press.

PARTNERS CHARGED

ALLEGED EMBEZZLEMENT OVER \$40,000.

RETURNED FROM COUNTRY.

The case against Chan Kwong-cheung was again mentioned before Mr. R. E. Lindsell at the Central Magistracy this morning.

Defendant, who is represented by Mr. F. C. E. Rendall, was alleged to have embezzled the sum of \$40,972.29, money belonging to the Kwong Cheung Hing firm.

He claimed that at one time he was a partner in the firm, and when the partnership was dissolved, he received a letter of indemnification from the other partners.

He returned to the country when he saw his name in the vernacular Press that he was accused of having swindled the firm, he at once returned to the Colony to face the charge.

Mr. D. L. Strellett is for the prosecution.

The case is proceeding.

\$4,760 at issue.

Ng Kwong-ting who was at one time a partner in a certain Chinese shipping company was brought before Mr. E. H. Williams at the Central Magistracy this morning.

The charge against him was that he had embezzled the sum of \$4,760, money belonging to the firm.

Mr. J. M. d'Almada Remedios was for the defence and Mr. E. S. C. Brookes was for the prosecution, who mentioned that as the partners had not arrived

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

To-day — Queen's Theatre, "Sunny Side Up." To-day — Central Theatre, "Paramount on Parade." To-day — World Theatre, "Noah's Ark." To-day — Star Theatre, "The Wind." To-day — Majestic Theatre, "The Talk of Hollywood." Sports. See Special Sports Diary on page 8.

Hom Mails. To-morrow — Inward from Europe via Nagapattinam (Karmala) via Siberia (Hakone Maru); Outward for Europe via Siberia (Hector) 2.30 p.m. via Marseilles (Hakone Maru) 6 p.m.

Lammerts' Auction.

October 17 — At Sales Room, a large quantity of valuable household furniture, 2.30 p.m.

October 20 — At 13, Hankow Road, Kowloon, valuable household furniture, 11 a.m.

Miscellaneous.

To-day — Guild of Martha and Mary "At Home," St. John's Cathedral Hall, 5.7 p.m.

To-day — Lecture by Prof. L. Foster, University Arts Assen.

October 20 — Bridge and Mah Jong Drive in aid of H.K.W.G. & M.C.L. funds, Peak Club, 3.30 p.m.

October 21 — Lee Theatre, "The Royal Navy Ashore and Afloat," 9 p.m.

October 21 — Public lecture at Helena May Institute by Father Finn, 5.30 p.m.

AMUSEMENT NEWS

SUCCESS OF INTERESTING RADIO EXPERIMENT.

Bangkok, Oct. 5.

The Post Master General of Hong Kong and the Siamese Minister of Commerce both broadcast from Hong Kong on Saturday night to Bangkok for nearly an hour.

Reception was clear here and the Post Master General announced the broadcast reception of Bangkok programmes in Hong Kong as very good.

He forwarded good wishes on behalf of the Government of the Colony to the Siamese Administration.

Singapore Free Press.

REAR-ADmirAL'S DEATH.

Bremerton (Washington), Yesterday.

The death is announced of Rear-Admiral Ziegmeier, who commanded the convoying United States troop transports to France in war time.—Reuter's American Service.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship, "BENMACHHUI."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 5th November, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 15th October, 1930.

HONG KONG CRICKET CLUB.

NOTICE IS HEREBY GIVEN that the following Debentures were drawn at the Pavilion on TUESDAY, the 14th day of October, 1930:

No. 36 No. 312 No. 561

41 359 570

42 383 618

43 405 619

181 453 654

189 479 684

190 482 723

220 525 733

251 531 779

286 558 820

Holders of drawn Debentures who desire to be paid on the 31st October, 1930, are requested to inform the Treasurers, Messrs. Percy Smith, Seth & Fleming, on or before THURSDAY, the 23rd October, 1930.

AND NOTICE IS HEREBY GIVEN that Debentures numbered as above which are not cashed on or before the 5th November, 1930, will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st October, 1930, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 15th October, 1930.

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE

From DUNKIRK, ANTWERP, BREMEN, HAMBURG, ROTTERDAM and MARSEILLES.

The Steamship,

"CITY OF JOHANNESBURG"

having arrived, Consignees of cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st October, 1930, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 28th October, 1930, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage Period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.

Agents.

Hong Kong, 16th October, 1930.

PUBLIC AUCTION

THE Undersigned have received

instructions to sell by Public Auction

ON MONDAY, October 20, 1930, commencing at 11 a.m., at No. 13, Hankow Road, Kowloon.

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE

On View from Sunday, October 19, 1930.

TERMS: Cash on Delivery.

LAMMERT BROS., Auctioneers

Hong Kong, October 16, 1930.

FILM THEME SONGS

WE HAVE THEM ON Columbia

"SUNNY SIDE UP"

Aren't We All? I'm A Dreamer
If I Had A Talking Picture of You
Songs — Selections — Fox-Trots

THE ANDERSON MUSIC CO.

HARVEY'S "BRISTOL CREAM" SHERRY. OBTAINABLE EVERYWHERE.

Sole Agents: CALBECK, MACGREGOR & CO., LTD.

(Incorporated under the Companies' Ordinances of Hong Kong). Prince's Building, Ice House Street, Hong Kong.

GAS FIRES

CLEAN
CHEAP
COMFORTABLE
CONVENIENT

IN WHEN
YOU'RE IN,
OUT WHEN
YOU'RE OUT.

FIXED
FOR
FIVE
DOLLARS
ONLY.

THE GAS COY.

SHOWROOMS: ICE HOUSE STREET (Near Star Ferry). 246, NATHAN ROAD (corner of Jordan Road).

AND AT THE WORKS: WEST POINT.

JUST ARRIVED

A SHIPMENT OF

TUBORG BEER

Purveyors to

The Royal Danish Court.

HEAVY WINTER COATS
FOR
MISSSES
AND
LITTLE GIRLS
IN
TWEEDS
AND
VELOUR CLOTHS
PLAIN AND FUR
TRIMMED.

LANE, CRAWFORD, LTD.
Children's Department.

G. FALCONER & CO., (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)
Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacture.
High Class English Jewellery.

REPULSE BAY HOTEL
Announcing the Season's first
Carnival
and
Special Dinner Dance

Saturday, 25th October, 1930.

Dancing commences at 8.30 p.m.

(Fancy or Evening Dress)

DINNER \$5.00 PER HEAD.

Tables may now be booked at any of our Hotels.

REMEMBER THE DATE—OCTOBER 25TH, 1930.

REPULSE BAY HOTEL.
THE HONG KONG & SHANGHAI HOTELS, LTD.

SECOND AROUND PACIFIC CRUISE OF THE

S.S. MALOLOAN UNUSUAL OPPORTUNITY
is offered to cruise on the famousMATSON LINER **S.S. MALOLO**
enjoying the advantages of carefully prepared shore
excursions at ports of call under direction of the
American Express Company.LEAVING HONG KONG AT 5.00 P.M.
OCTOBER 28th, 1930.

Vessel will call at

MANILA, BANGKOK, SINGAPORE,
BATAVIA, MACASSAR, SYDNEY,
WELLINGTON, AUCKLAND, SUVA,
PAGO PAGO.Arriving at HONOLULU December 14.
and at SAN FRANCISCO December 19.Fares include all living expenses at intermediate ports.
Desirable accommodations available to all ports.

For booking and information apply to

THE ROBERT DOLLAR COMPANY.
General Agents

THE AMERICAN EXPRESS COMPANY.

Sport Columns**HOME RACING.**CESAREWITCH WON BY UT
MAJEUR.**ROYALTY PRESENT.**

London. Yesterday. The result of the Cesarewitch Stakes, run at Newmarket this afternoon, over a distance of two and a quarter miles, was:

Ut Majeur 1

Friendship 2

Old Orkney 3

The winner came home easily in a field of twenty-eight starters, being four lengths ahead of the second horse. Five lengths separated second and third.

Setting was:

100/8 Ut Majeur.

5/1 Friendship.

100/6 Old Orkney.

—Reuter.

Viewed by King and Queen.

Ruby, Yesterday.

The King and Queen drove from Sandringham to Newmarket today to see the race for the Cesarewitch. Prince George, who made the journey to Cambridge in the Prince of Wales's aeroplane, was also present.

The Agh Khan's "Ut Majeur" won, Mr. J. B. Joel's "Friendship" being second, and Mr. J. Murphy's "Old Orkney", third.—British Wireless Service.

FANLING HUNT.

Programme for Next Sunday.

The programme for the Fanling Hunt and Race Club's October meeting, to be held on Sunday next at Kwant, is as follows:

1.—Autumn Services Cup.—A Steeple-chase of 2 Miles. For China ponies the property of an Officer in H.M.'s Forces and/or a Member of the Hong Kong Volunteer Defence Corps, to be ridden by an Officer in H.M.'s Forces and/or Member of the Hong Kong Volunteer Defence Corps. Catch weight at 165 lb. Winner: A Cup; 2nd: \$75; 3rd: \$35; Entry \$5.

As You Like It (108), Bright Prospect (108), Carbine (168), Country Club (108), Grey Goose (168), Kirribilli (168), Pal O' Mine (168), Pumpkin (168), The Pheasantman (168).

2.—Castle Peak Handicap Steeple-chase, 1 1/2 Miles.—For China ponies. Winner: \$100; 2nd: \$50; 3rd: \$25. Entry \$5.

Christmas Frolic (175 lb.), Mon-tane (174), San Francisco (188), November (163), Target (163), The Goods (161), Christmas Belle (188), Christmas Chimes (158), City Hall (158), Pumpkin (155), Fanling Star (150), Sucre (150), Fernleaf (146), Moanaghan (145), Peholi (145).

3.—The Inaugural Flat Race Stakes.—1 1/4 Miles. For China ponies that have not won on the flat more than \$600 in stakes since January 1, 1930. Winners of more than two flat races at any time barred. Weight for inches as per scale. Weight for inches as per scale. Ponies that have never won a Steeple-chase. Weight for inches as per scale. Ponies that have started at Kwant allowed 5 lb. Winner: \$100; 2nd: \$50; 3rd: \$25. Entry \$5.

This Race is open to all Members and Lady Racing Members of the Hong Kong Jockey Club, as well as members of the F.H. & Race Club.

Andas, Big China, Diana, Dis-tord, Fanling Star, Kirribilli, Mad Cow, Mountain Oak, November, Pougham, The Pheasantman, Richmond

Star, Serenade, Shiny Pearl, Target.

4.—The November Cup.—A Steeple-chase of 1 1/2 Miles. For China ponies. Weight for inches as per scale. Winner: A Cup; 2nd: \$75; 3rd: \$35. Entry \$5.

October 25.—Annual Meeting of League.

South China v. Commercial Press (Chinese Catholic Club); Num Chung A.A. v. Indian R.C. (Chinese Catholic Club); Chinese A.A. v. Kang-to School (Kangto School).

Rifle Shooting—To-morrow

—Annual Meeting of League.

French Bank Building, 5.30 p.m.

Cricket—Saturday—C.S.C.C.

v. C.C.C.; University v. I.R.C.

(League); C.C.C. II. v. C.S.C.C. II.; I.R.C. v. University (L.).

Sunday—University v. Volunteers, Pokfulam, 11 a.m.

Lawn Bowls—Saturday—Taikoo K.C. Closing Day.

Sunday—Inter-Departmental

Final—Sanitary Department

v. Revenue Department, Police

R.C. Green.

Tuesday—Annual Meeting

of Members.

October 25.—Menagerie

Race.

November 1.—Opening

Cruise.

November 8.—First Cham-pionship Race.

Golf—Saturday and Sunday

—Captain's Cup, K.G.C.

October 22.—Meeting, Ladies

section, H.K.G.C.

November 2.—Opening

of "New Course," Fanling.

Baseball—Saturday—Texaco

v. Kuaoras.

Sunday—Japanese v. South

China.

Racing—Sunday—Fanling

Hunt, Steeplechases, Kwant,

October 25.—Ninth Extra

Race Meeting.

Lawn Tennis—Sunday—

C.R.C. Open Mixed Doubles

Tournament—Completion of

First Round Ties.

Fencing—Monday—Royal

Hong Kong Yacht Club.

T-ue a d-a-y—Somersets

Bayonet Fencing Competition.

W.H.I.—Tuesday—St.

Patrick's Club Drive, 8.30 p.m.

Rugby Football—Wednesday

—Third Trial Match

Happy Valley.

HOME

Racing—October 29—Cam-

bridgehire Stakes, New-

market.

Football—Monday—England

v. Ireland.

October 25—Scotland v.

Wales, Jockey Park, Glasgow.

November 22—Wales v.

England.

November 28—English Cup

—First Round.

Soccer: L. T. Baker, D. K. Samy, C.

W. Lam, A. B. Suleiman, A. Chan

Fook, K. P. Gan, A. M. Rodriguez, A. T.

Nomanbhoy, G. E. Teoh, A. S. A.

Kyum.

Second Eleven: K. T. Loke

v. Ireland.

October 25—Scotland v.

Wales, Jockey Park, Glasgow.

November 22—Wales v.

England.

November 28—English Cup

—First Round.

Soccer: L. T. Baker, D. K. Samy, C.

W. Lam, A. B. Suleiman, A. Chan

Fook, K. P. Gan, A. M. Rodriguez,

A. T. Nomanbhoy, A. S. A. Kyum.

Reserves: E. Gossand and W.

Hunt.

Against the Vikings.

The following have been selected

to represent the University

against the H.K.W.D.C. in an all-

day match on Sunday, November 1.

The University's team commences at

11 a.m.

D. J. N. Anderson (Captain).

CRICKET.

UNIVERSITY TEAMS FOR**WEEK-END.**

The following will represent the

University in League matches

against the I.R.C. on Saturday

and the University of Sankt

Paul on Sunday.

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THURSDAY, OCTOBER 16, 1930.

THE CHINA MAIL.

THE HONG KONG
PENINSULA HOTEL :
HONG KONG HOTEL : REPULSE BAY HOTEL :
PEAK HOTEL

AND
SHANGHAI
ASTOR HOUSE : PALACE HOTEL

HOTELS,
LIMITED

In association with the Grand Hotel des Wagons Lits, Peking.

"EMPEROR LODGE"
PRIVATE HOTEL,
Cable Add. "Emperol" 2-12, MODY ROAD, KOWLOON. Call or
Telephone 57296.

AIRLIE HOTEL 23-25, NATHAN ROAD,
KOWLOON.
Under European Management. Three Minutes From Ferry.
EXCELLENT CUISINE—MODERN APARTMENTS.
TERMS MODERATE. Cable Address: "AIRLIE".
Tel. 57357.

THE HARBOUR VIEW PRIVATE HOTEL.
9-12, Chatham Road, Kowloon.
Finest Situation on the Peninsula. Large airy rooms with full
Benefit of the Cool Sea Breeze. Unparalleled Cuisine.
Phone Tel. 56734. Proprietress—Mrs. Gardiner. Cable Add. "Harview."

POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAIIS

From **THURSDAY, OCTOBER 16.**
Europe via Negapatam (Papers only, London, Sept. 18) ... Hestor
FRIDAY, OCTOBER 17.
Japan, Shanghai and Europe via Siberia (London, Sept. 27) ... Hakone Maru
Europe via Negapatam (Letters only (London, Sept. 18) ... Karmala
Japan ... Kanagawa Maru
Straits ... Benalia
SATURDAY, OCTOBER 18.
Shanghai ... Shantung
Sourabaya ... Lemaire
U.S.A., Honolulu, Japan, Shanghai (San Francisco, Sept. 19) and Europe via Siberia (London, Sept. 20) ... President Fillmore

OUTWARD MAIIS

For **THURSDAY, OCTOBER 16.**
Samshui & Wuchow ... Kochow ... 4 p.m.
Saigon ... Shun Chih ... 4.30 p.m.
Amoy ... Kut Sang ... 5 p.m.
FRIDAY, OCTOBER 17.
Formosa ... Lisbon Maru ... 10.30 a.m.
Swatow, Amoy & Foochow ... Hailang ... 1 p.m.
Shanghai & Europe via Siberia ... Hector ... 2.30 p.m.
"E. & S. Africa, Aden, Egypt and Europe via Marseilles ... Hakone Maru (Due Marseilles, Nov. 15.)
G.P.O.
Registration Oct. 17, 4.30 p.m. Registration Oct. 17, 5 p.m.
Letters ... 4.30 p.m. Letters ... 6 p.m.
Tourane ... CHUNG KONG ... 5 p.m.
SATURDAY, OCTOBER 18.
Shanghai and Japan ... Karimata ... 10.30 a.m.
"Shanghai ... Benalia ... 10.30 a.m.

* Superscribed correspondence only.

GOLF ACTS AS A MEDICINE.

Other Games Probably Too Energetic.

NO PREJUDICE.

The progress of modern medicine, says the *Morning Post*, is very largely the triumph of science over superstition. No less an authority than Sir E. Farquhar Buzzard, the King's Physician, evidently thinks that it is. The advice to "take up golf," he says, is becoming a tabled preparation too easily prescribed and too readily swallowed. This prescription, he warns us, does not always produce the required results. Now S. E. Farquhar Buzzard, being himself a golfer, is not disqualified by prejudice or ignorance from pronouncing upon the health-giving potentialities of the game. His criticism is directed not against the game, but is it not just possible that he wants to clear the course?

However incredulous golfers may be of persons who claim to be bored instead of fascinated with golf, the wise doctor must be aware that the game is in fact by no means suited to every temperament. A positive aversion keeps many people from the golf links just as much as an undeveloped sensibility to the fascination of the game. Indeed, the chances are that a person capable of deriving benefit as well as pleasure from golf will already be a player when he visits his doctor. Discrimination is therefore no less necessary in the prescription of golf than of any other medicine. Still this is a sedentary age, and doctors are confronted by Sir E. Buzzard with a difficult dilemma. Bowls provide the required mental diversion without the exercise and walking the exercise without the diversion. Tennis or cricket may overtax the energies of the none too robust middle-aged man. Where then, is the doctor to turn for his prescription but to golf?

HOCKEY.

A DRAWN GAME BY NAVAL TEAMS.

A very fast and interesting game took place on the United Services Recreation Club ground yesterday between H.M.S. Tamar and Small Ships and the Royal Artillery. The result was a draw, no goals being scored.

R.S.C. BEAT UNIVERSITY.

The Radio Sports Club met the Hong Kong University 1st XI hockey team on the latter's ground yesterday afternoon and won by 2 goals to 1. (Continued at foot of next Column.)

Out for Golf Honors



On their way to compete in the triangular International golf match to be played at Toronto, the above members of the British Senior Golfers' team, of which Lord Dufferin is President, shown on board the Duchesse of York. From left to right they are: E. B. Blackwell, Stanley Walrul, Douglas Clayton, Sir Herbert Walker, general manager, South

ern Railways; J. Beaumont, Furse, chairman of Lloyd's Bank; A. H. Eckford, Halford Hewitt, Major F. A. Stephens, the Right Honorable Lord Marson, P.C., George Brahm, James H. Todd, J. C. Boys, Lord Moynihan, president of the Royal College of Surgeons; S. A. Harding, and, seated, Lt.-Col. Francis Popham, secretary of the Society.

BRINGING UP FATHER



EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire ... 1/3 9/16
Bank, on demand ... 1/3 9/16
Bank, 4 months' sight 1/3 11/16
Credits, 4 months' sight ... 1/4 1/4
Documentary, 4 months' sight ... 1/4 1/4

On Paris—

On demand ... 802 1/2
Credits, 4 months' sight ... 842 1/2

On New York—

On demand ... 31 1/2
Credits, 60 days' sight ... 32 1/2

On Paris—

Wire ... 87 1/2
On demand ... 87 1/2

On Calcutta—

Wire ... 87 1/2
On demand ... 87 1/2

On Singapore—

On demand ... 87 1/2

On Manila—

On demand ... 63 1/2

On Shanghai—

On demand ... 11s. 80 1/2
Dollar ... 9% dis.

On Yokohama—

On demand ... 63 1/2

Sovereigns (Bank's buying rate) ... 1/4 1/4

Silver (per oz.) ... 16 11/16

Bar Silver in Hong Kong ... Par.

Copper Cash ... Nominal.

Copper Cents ... 3% prem.

Rate of Native Interest ... 3 1/2% p.a.

Chinese Sub. Coin ... 24 1/2% dia.

Hong Kong Sub. Coin Par.

Decks, Wharves, Godowns, &c.

H. K. & W. Wharves ... 162
H. K. & W. Dock ... 162

China Provident (old) ... 1/20

Hongkew ... 280

H. N. Engineering ... 122

Lands, Hotels & Buildings.

H. K. & S. Hotels ... 11.30

H. K. Lands (old) ... 761

(new) ... 75

Rights ... 131

Shanghai Lands ... 305

Geneva ... 25

Amsterdam ... 12.05 1/4

Milan ... 92.72 1/2

Berlin ... 20.43 1/2

Stockholm ... 18.09

Copenhagen ... 18.16

Oslo ... 18.16

Vienna ... 34.44

Prague ... 163 3/4

Helsingfors ... 193

Madrid ... 50.65

Lisbon ... 108.25

Athens ... 375

Bucharest ... 818

Rio ... 4 1/2 (nom.)

Buenos Aires ... 37

Montevideo ... 37 1/2

Bombay ... 1/5.5

Shanghai ... 1/7 1/2

Hong Kong ... 1/8 9/16

Yokohama ... 2/0 1/2

Silver Spot & Forward ... 15 11/16

—British Wireless Service.

Prizes Distributed.

Prizes won during the season

and in the harbour races were distributed later by Mr. W. Logan,

who remarked on the successful

results of the swimming and the

support given by the competitors.

He thanked them and also the

donors of prizes, including among

them Mr. M. Manuk and Mr. R. M.

Dyer, C.B.E.

Referring to the harbour races,

Mr. Logan said that he had to

specially congratulate Miss Yeung

Sau-king on winning the ladies'

event. She was only 11 years

old according to Chinese reckoning

and swam a fine race to win

(Continued at foot of next Column.)

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 16th Oct., 1930.

STOCK	Buyers	Sellers	Salts	Nom	Pin.	Year	Last dividend and when paid
Banks.							
Hong Kong Bank ...	5171	...	...	...	Dec.	Interim 2/3 a/c 1930 ex. 1/3 (1/3) 1/14 1930	Aug. 11, 1930
Chartered Bank ...	...	171	...	...	Dec.	Interim 1/1 free 1/Tax a/c 1930	Sep. — 1930
Mercantile Bk., Am. C. ...	...	20	...	...	Dec.	Interim 1/1 free 1/Tax a/c 1930	Sep. — 1930
Bank of Asia ...	...	111	...	...	Dec.	83 for 1929	Feb. 28, 1930
Insurances.							
Canton Ins. ...	1080	...	...	...	Dec.	Final 2/27 for 1930 Interim 1/1 free 1/Tax a/c 1930	May 16, 1930
Union Ins. ...	441	460	...	...	Dec.	Final 2/27 for 1930 Interim 1/1 free 1/Tax a/c 1930	May 16, 1930
China Underwriters ...	270	...	...	...	Dec.	None	...
China Fire Ins. ...	100	...	...	...	Dec.	Final 2/29 bonus \$0 for 1929 (Interim 1/1 a/c 1930)	May 20, 1930
H. K. Fire Ins. ...	1080	...	...	...	Dec.		

MOTORISTS THIS IS YOUR PAGE



A recent investigation found ninety-five in every hundred women buying a talcum powder because they liked the smell, and the other five because they liked the tin the smell came in. All the talk about purity, smoothness and antiseptic qualities of the powder seemed more or less shot over their lovely heads.

Likewise, a great deal of what we say about the quality of lubricating oil goes over the head of the average motorcar owner. He has his own ideas about what a motorcar engine lubricating oil should do, and buys accordingly.

There are, however, many who are content to be guided in their selection by what we, as the oldest and largest lubricating oil manufacturers, have to say about the necessary properties of a good lubricant, and these are the people who hardly ever spend a cent for repairs — the people who get the most from their motorcar engines for the least money.

You have your reasons for using a certain brand of lubricating oil. Maybe it is price. Maybe it is because you have faith in the judgment of your dealer. At any rate, there is a reason.

Did you ever change from one product to another, more or less against your will, only to find out that the satisfaction you thought you were getting was not to be compared to the satisfaction the new product gave?

If you believe the brand of lubricating oil you use is the most economical and efficient, try MobilOil. A trial will do no harm, and it may be the means of an annual saving of many hard-earned dollars.

The best is the cheapest in the long run.

VACUUM OIL COMPANY.

The World-Wide "Why I'd buy a Plymouth" Contest

Magnificent Prizes—Interesting —Easy to Try—

Plymouth invites you to enter the world-wide "Why I'd buy a Plymouth" Contest . . . an unusual opportunity to compete without obligation or cost for splendid prizes well worth your time and interest.

The prizes described at the right will be awarded to those who write most convincingly the reasons why the new, finer Plymouth is a good car to buy. Fine writing is unnecessary. Knowledge of the car and its important superiority is the most important thing.

We will gladly help you to win by demonstrating the Plymouth to you and describing its many unusual features.

The contest closes at midnight, October 20th. Enter now. Come in and get entry blank and complete information.

PLYMOUTH
CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.

484-486, QUEEN'S ROAD, WEST.

TEL. 25674.

FORD'S OFFENSIVE.

Car Magnate at His New German Factory.

PRICES CUT.

Coblenz, October 2. Mr. Henry Ford himself today laid the cornerstone of his first factory where Ford cars will be built by German workmen of German material, and which, apart from supplying the German market, is to serve as the base for Ford's conquest of Scandinavia, Poland and the Balkans.

In his dedication speech, the motor car king expressed optimism regarding Germany's economic future, declaring that in his opinion the present difficulties of the country were only temporary.

Further more Mr. Ford pleaded for international co-operation on a national basis which in his opinion would be the best guarantee for peace.

Coblenz's Lord Mayor, Dr. Adenauer, in his address referred to the German Government's financial reform plan and pointed out that the Reich was making heroic efforts to deal with the situation, thus demonstrating its determination to honour all its obligations.

The ceremony was attended by a large number of prominent guests, Germans as well as Americans.

Trans-Ocean Kuo Min.

Opening of Paris Motor Show.

Paris, October 2. A large crowd including members of the Diplomatic Corps and prominent politicians and financiers attended to-day's opening of the International Motor Show at the Grand Palais in the Champs Elysees.

The outstanding features of the show is the price-cut, and the vastly improved designs of many European cars. French and German manufacturers have, on the strength of the success of the buy-at-home movement, followed the British example and materially reduced their prices in an effort to freeze out the American invasion.

It is understood that this development is causing great anxiety to the leaders of the American motorcar industry assembled here and it is further understood that they propose to concentrate all their efforts on forcing the output of their factories erected in recent years in Europe. —Trans-Ocean Kuo Min.

RADIATION SYSTEM.

One of the most interesting of the many tests which take place at the Rolls-Royce factory is that of the radiation system, which is carried out before a chassis is subjected to extended dynamometer tests.

The chassis is first equipped with lorry wheels, fitted with solid tyres, and is then placed on the test bed with the wheels bearing on drums four feet in diameter. A brake is connected to these drums and an accurate record of the speed, the power developed, etc., is obtained.

At the outset the chassis is run for the equivalent of 20 miles at speeds varying from 25 to 40 m.p.h.

A load is then imposed and ten more miles are covered at the same speed on half throttle. The tests then begin in earnest.

Full throttle is given and the load is adjusted to reduce the engine speed to 1,500 r.p.m. The radiation system then receives attention.

There is a continuous flow of water through the radiator and by increasing or reducing the amount of water, the temperature is regulated at 80 degrees centigrade. At the same time the air temperature is taken in the neighbourhood of the radiator and of the carburetor air intake.

A definite five gallons of water is then allotted to each engine, and stop-watches are employed to check how long it takes for this to be consumed.

On a hot day, of course, the five gallons would be used up more quickly than in cold weather, but since the air temperature has also been noted, calculations can be made to decide whether or no the system is in accordance with the standard.

Should it not be so, the cause is investigated, but, whether or no, it emerges successfully, the radiator is subjected to a further test. It is allowed to cool down to 60 degrees centigrade and the engine is then run "flat-out" until a temperature of 90 degrees is attained.

Stop-watches are busy whilst the heat is rising, and the air temperature, of course, is taken into consideration.

It may be thought that such tests are scarcely worth while, and that

one radiator will give the same results as another. On the other hand, however, this test does far more than prove the radiator alone.

It proves that, at the outset of its real test period, there is no single part in the engine which is running hot, and that the unit is in every way fit for the very strenuous dynamometer tests which follow.

SPEED LIMIT.

Motorists' Emancipation Day.

Great Britain is abolishing her 20-mile-an-hour speed on January 1, 1931, but motorists who therewith may "step on it" as much as they like aren't rejoicing.

Some hailed the news jubilantly when it was first announced, writes Arthur F. Degrave. Since, even the most optimistic motor car owners who have digested the provisions of the new Road Traffic Act, agree the new regulations are not conducive to celebrating "Motorists' Emancipation Day".

Under the present conditions few arrests, as compared with the yearly crop in the United States, are made in England. There are no speed "cops" to order one to the curb and hand him a few sarcastic remarks about De Palma being a piker and a ticket to report in court.

Little attention is paid to the motorists whose speedometers click 30 miles an hour or thereabouts as long as they are not considered to be driving dangerously.

This, leading automobile officials point out, is one of the many problems in connection with the new regulations, that is, worrying the car driver.

Whereas in the past 20 miles an hour was recognised as not being within the dangerous limits, after January 1, this question will be in the hands of the policeman and his witnesses. A car may be creeping along at five miles an hour and still the driver is liable to arrest.

In addition, there are heavier penalties for dangerous driving than for speeding and it is expected under the new highway code the penalty will be made even greater. The average speeder here is fined \$10 as long as he has not committed other traffic violations whereas a dangerous driver may be sent to jail.

The feeling is more intensified here than such a revision would precipitate in the United States, it was pointed out, because a law violator has no friend at court and traffic tickets are not "fixed" by friends of the police or justices.

Great Britain's millions of motorists also will make the acquaintance of the most feared and "hard-boiled" of America's police — the "speed cop." A force of men is being trained to keep drivers within the new regulations.

After November 1, 1930, driving licences will be issued to only those proving physical fitness. It is feared in some circles this restriction will work a hardship on many now driving who may not pass the test.

The rule compelling every motorist to subscribe to third party insurance, is creating most anxiety. Many are apprehensive lest the obligations imposed by law would increase the rates.

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FOR MORE

mileage

INSIST ON THE NEW

AIR-FLIGHT

PRINCIPLE TYRES BY

FISK

THE MOST HIGHLY PERFECTED TYRE THAT
THE WORLD HAS EVER KNOWN

Obtainable at all garages upon request.

Sole Distributors:

GILMAN & CO., LTD.

4A, Des Voeux Road Central.

Telephone 28011.



TAXI FARES.

Drivers Alarmed by Talk of Reduction.

The Brighton Watch Committee is considering a revision of the scale of taxicab fares.

Visitors complain of the present charge of 1s. 4d. a mile and compare it with only 9d. a mile in London, where there are also 6d. fares.

It is pointed out that while a London taxicab driver can pick up a fare in the street, the Brighton man must wait on the rank.

A Brighton driver said: "The general depression, and the decreased spending power of visitors, are hitting us terribly. If fares are reduced things will be worse. Many of us remain on the rank for a day and perhaps get one job."

LATEST INVENTION.

Many people consider that quite a number of new cars with front wheel drive will be announced in the near future, and it is, therefore, not surprising to find that inventors have been busy at work on this subject. The difficulties usually associated with the design of this form of drive have now been overcome by a new form of construction recently invented and patented by Mr. Guy, the managing director of Guy Motors Limited.

Mr. Guy suggested a number of arrangements, and in every case the gear box remains in its customary position. Built into the gear box casing is a pair of final drive bevel wheels, next to which is a differential which conveys the power to a pair of transverse shafts. Alongside the frame members, extending forwards, there is a pair of universally jointed propeller shafts driven from the transverse shafts, and these in turn drive bevel wheels fitting in boxes secured to the front axle. Finally, two short cardan shafts are used to take the drive to the front wheel hubs, these again being provided with universal joints, one of which is in line with the propeller shaft.

In an alternative scheme, also patented by Mr. Guy, the boxes containing the bevel wheels are mounted on the frame, and the universal joints in the short cardan shafts have them to take care of vertical deflections of the axle in addition to steering movements.

Yet another mechanism is described in which a worm and wheel take the place of each pair of bevels, but the principle of using two propeller shafts remains the same in every case.

S.
A.

Sole Agents:

SINCERE'S

THE CALL FOR COLOURS.

Although it must be obvious to the public that most of our popular cars can only be produced at very low prices because of standardisation, yet one constantly hears stories of how individual owners demand certain colour schemes and will be content with no other.

One day recently a lady entered the showrooms of a Triumph dealer, produced a vanity case in one shade of green and a cigarette lighter in another and said she would place an order for a Saloon if it could be finished in those colours, the main area of the body in the deeper shade, the waistline, wheels, etc., in the lighter.

Although the Triumph people are now the fourth largest producers of motor cars in Great Britain they were able to comply with this extraordinary request. Who now can say that the British manufacturer does not adapt himself to the requirements of his markets?

It is a far cry from the day when one large-scale maker, in conference with his dealers when they were demanding a greater variety of body colours, said, "What's the matter? The public can have my cars in any colour they like, provided it's a shade of black!"

THURSDAY, OCTOBER 16, 1930.

BAD LUCK.

Robbed of Record in Last Minute.

CRASH ON A BEND.

Verneuk Pan, Aug. 6. Cruel luck robbed Gerry Bouwer of a world's record at the last minute here to-day.

He had covered 1,728 miles at an average speed of 76.45 miles an hour, and the world's 24-hour record for cars of the "C" Class was within his grasp, when he skidded on a bend.

His De Soto Eight crashed into a flagpole marking the course and the radiator was so badly pierced that he was obliged to give up the attempt.

He had been driving for 22 hours 35 minutes, and another four laps covered in less than 1 hour 25 minutes would have given him the record.

Kaye Don and E. A. D. Eldridge, who averaged 72.8 miles an hour at Montlhery, are the present holders.

High Speeds.

Bouwer started on his attempt at 5.50 p.m. yesterday. The weather was perfect and the holiday had drawn scores of spectators from the surrounding districts.

For the first 12 hours of darkness he averaged 76 miles an hour; but during the day his speed improved and he actually covered one lap at 81.33 miles an hour. The spectators were treated to some hair-raising exhibitions of skidding and more than once his car turned completely round.

At 2.30 p.m. Bouwer had covered 1,550.64 miles at an average speed of 75.97 miles an hour. It was an even greater test of endurance for the driver than for the car, for Bouwer drove all the time.

Though the strain must have been beginning to tell on him, he was averaging 80 miles an hour shortly before the crash. The excitement grew as he neared the 1,700 miles mark and the crowd cheered him heartily each time the De Soto came round.

Then, when victory was less than 100 miles away, came the crash at one of the bends.

Record "In His Pocket."

Bouwer had the record "in his pocket" when the accident occurred. He had only four more laps to cover to annex the first world.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

BUICK.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilmans & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

G.M.C.—The Dragon Motor Car Co. Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road C. Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilmans & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBIL-OIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.) Ltd., Asiatic Bldg.

TIRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Busen's Road. Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 55213.

FISK TIRES.—Gilmans & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

INDIA TIRES.—W. R. Loxley Co., York Bldg. Tel. 22285.

MICHELIN TIRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

WILLARD BATTERIES.—Gilmans & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

returned to Cape Town from Verneuk Pan by air, in a flight of three and half hours.)

At Verneuk Pan on Tuesday, after driving his De Soto Eight for 22 hours 35 minutes 18 seconds, and covering 1,728 miles at an average speed of 76.45 miles an hour, and with only four laps to go, he was robbed of the world's 24-hour record for cars of the "C" class by a skid on a bend, which caused his car to crash into a flagpole, damaging the radiator.

"At three o'clock on Tuesday morning," he said, "I had a terrible skid. The moon had just set, and in taking the bend at over 80 miles an hour I got off the track, and when I tried to get back the car careered round five times over a distance of 200 yards and finally ended among the tents. It was rather alarming for the spectators.

"The actual skid which cost me the record I attribute to tiredness, as the strain was beginning to tell, and in taking the eastern loop coming off the straight at nearly 90 miles an hour I failed to correct a skid in time, and the car careered off, finally striking a flagpole.

"A Great Disappointment." "It was a great disappointment to everyone. Excitement had become so great that women actually cried over it. Mr. Mortier, of Englebert Tyres, has prepared a champagne dinner in anticipation of my capturing the record, but instead people fed in their tents and the champagne bottles were not opened.

"But we refuse to admit defeat," declared Bouwer. "This car has proved it is easily capable of taking the record, and we feel it is just a matter of getting over this spell of bad luck. We have every intention of capturing the record with this car."

"Campbell's track stood up marvelously to the punishment. At the end of my test the car was actually moving faster than at the beginning, but the track remained hard and even improved with use. I am more firmly convinced than ever that Verneuk Pan will become the centre of motor racing for the whole world. It has every advantage if used during the winter season, from May to September, when no rain is to be expected and there is little or no wind.

"I think Kaye Don and Campbell would be foolish to look elsewhere, as Daytona Beach has clearly been discredited by Don's recent abortive attempts.

Track Actually Better.

"Everyone in the north-west Cape is keenly interested in the future of Verneuk Pan, and I have very little doubt that, if either Don or Campbell elected to come out here, the money could easily be raised in the local districts to re-condition the track. Campbell's track is to-day actually better than when he used it, and \$1,000 spent judiciously would bring it back into perfect trim."

Bouwer said he felt almost exhausted at the end of the attempt. The worst hours were from 4 a.m. until just after dawn. He had a trying time on Tuesday morning, when he had to speed straight into the rising sun at 80 miles an hour, with the result that he several times ran right off the track.

Bouwer claimed that the performance of his car demonstrated that the eight-cylinder engine was basically the soundest. He gave the highest praise to the Englebert tyres—they had not once to be changed, despite the terrible punishment they received, especially in taking bends at speed—and to the Pegasus petrol and Mobil-Oil lubricant. The engine functioned so perfectly that not even the plugs had to be changed.

Stops for petrol, oil and water totalled 27 minutes. There were no involuntary stops, and the average speed for running time, excluding stops, was 78.08 miles an hour, which is nearly six miles an hour above the world's record.

[Gargoyle Mobil-Oil was used during the trip.]

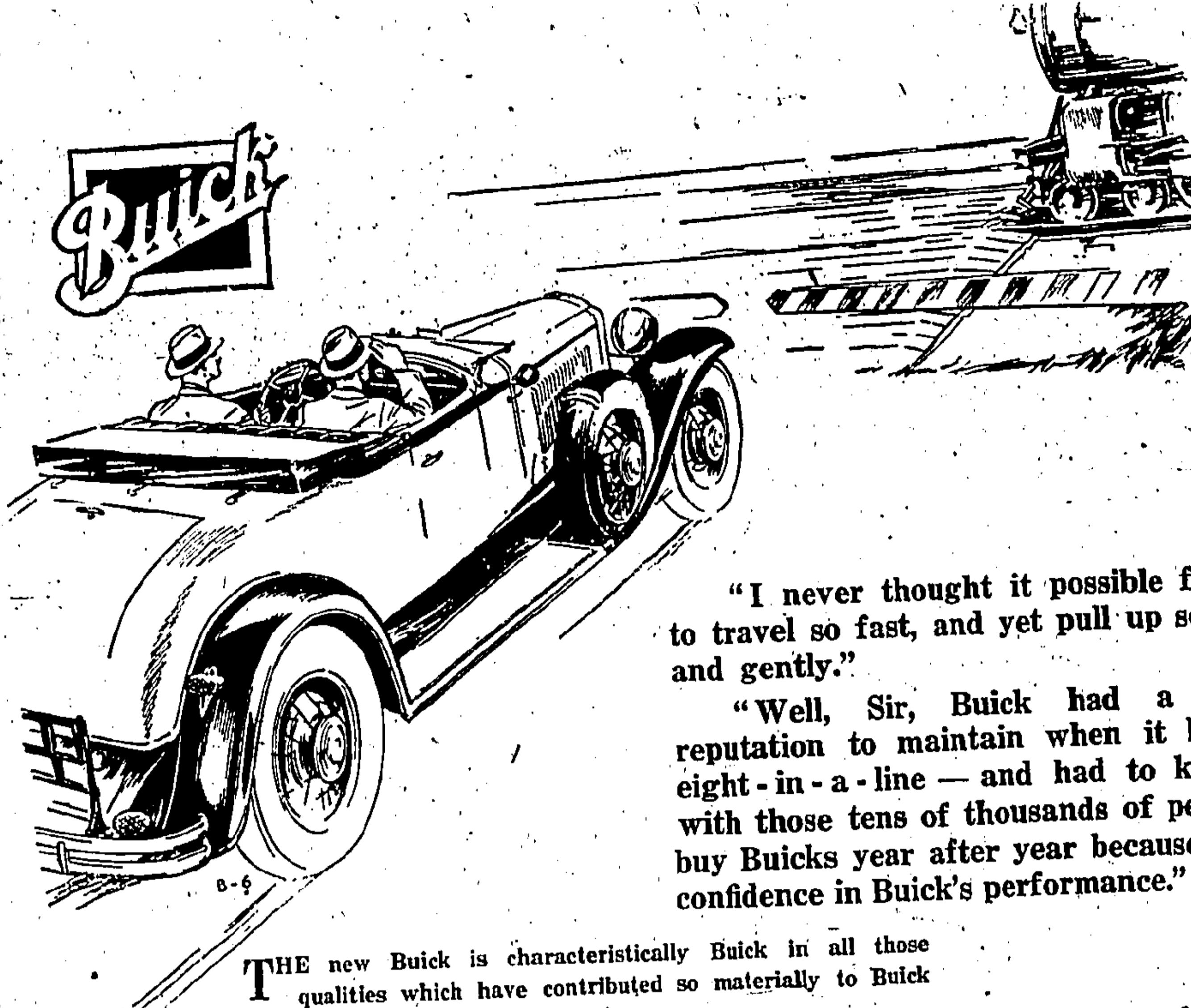
TWO-WAY ROADS.

The final decision on the question of the speed limit is that it is to go, and so will it for private cars and motor-cycles when the Road Traffic Bill becomes law—but not until then.

Personally, writes "Contact" in The Motor, I have always been in favour of this reform, but I wish it had been finally decided at a time when there was less evidence of dangerous driving than there is at present. The appalling lack of road sense, and the evidence of gross discourtesy in nowhere more apparent than in the tendency to three-lining.

At times in the day when the outboard traffic (or vice versa) predominates, the case of the unfortunate driver who has to face it is truly appalling. The driver making the third of the approaching line is generally partly overlapping the one attempting to pass the one on the inside. The unhappy driver who is facing this oncoming sweeping mass is between the devil in the form of a jerk (if there be one) and the deep sea represented by a ditch.

WILLARD BATTERIES.—Gilmans & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.



"I never thought it possible for a car to travel so fast, and yet pull up so quickly and gently."

"Well, Sir, Buick had a 25-year reputation to maintain when it built this eight-in-a-line—and had to keep faith with those tens of thousands of people who buy Buicks year after year because of their confidence in Buick's performance."

THE new Buick is characteristically Buick in all those qualities which have contributed so materially to Buick leadership for a quarter of a century.

Buick has won public confidence on the sheer merit of its products year after year. Thousands of motor car buyers buy Buicks without even asking for a demonstration.

The new Buick, in all series, reflects—even more than any previous Buick has—the supreme value for the money that only an organisation like Buick and General Motors could possibly give.

Why not let us demonstrate the new Buick to you to-day?

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

ALL-THE-YEAR.

93.7 Per Cent. of Cars Have No Rest.

The percentage of private motor-cars which are used all the year round has now reached the figure of 93.7, according to statistics issued by the Society of Motor Manufacturers and Traders.

These vehicles have an estimated average mileage of 6,500 per year, and an average consumption of a gallon of fuel for every twenty miles.

Figures for 1929 showed that the percentage of all-the-year-round private vehicles was 93.65, with an average mileage of 6,000.

Boom in Tyres.

Commercial goods vehicles show an average mileage of 14,000 per year. Of the total number registered, more than 99 per cent. are in use during the whole year.

Hackney vehicles fall behind the private motor-car. Approximately 93.3 per cent. may be said to be in use throughout the twelve months.

The number of outer covers and solid tyres produced in the United Kingdom during the last six years shows a remarkable increase.

In 1924, approximately 1,927,100 tyres and outer covers were produced. Four years later the number had risen to 4,800,000.

The mileage of roads in England, Wales and Scotland has increased by 5,632 miles between 1909 and 1929. England and Wales account for 2,159 miles, and Scotland for 2,473 miles of the new highways.

the selfish individual overhanging the second car in the line invariably holds his position, as often as not, entirely misjudging the space he is allowing to the car approaching.

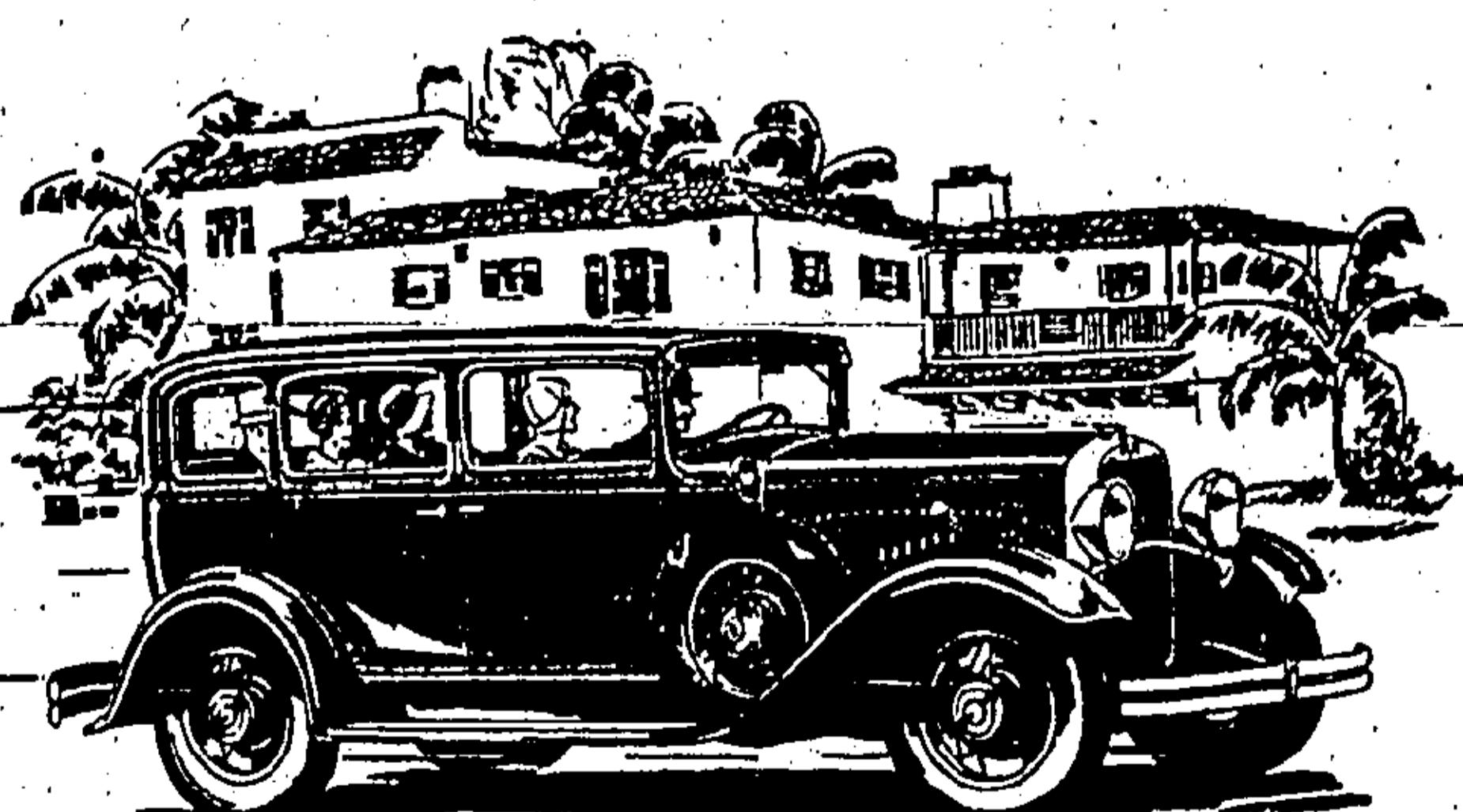
I am convinced that something drastic will have to be done in this matter, and in the making of new roads it will have to be considered whether a definite division of the roads should be made. My view is that it should be done.

I notice that something in this line has been achieved in part of a new road which has been laid down recently between Mortlake and Richmond. Here there is a section of the road separated for up and down traffic and divided in the middle by a kerbed path.

Crowding up into a third line should be regarded as a distinctly dangerous practice and a form of selfish discourtesy to be punished severely. A relatively narrow road like the Kingston by-pass is rendered a positive nightmare by it.

MORE

for the price



The new Dodge Eight-in-Line embodies every quality refinement that makes the ownership of a motor car a source of permanent satisfaction. Built to those exacting standards Dodge Brothers have always upheld, this car represents a measure of value that is by far the most impressive in all of Dodge Brothers history.

MORE in performance. Brilliant acceleration, astonishing smoothness, exceptional economy—provided by advanced eight-cylinder engineering and new down-draft carburetion.

MORE in luxury. Never before at such a low price an eight so replete with de luxe appointments and exclusive fine-car features.

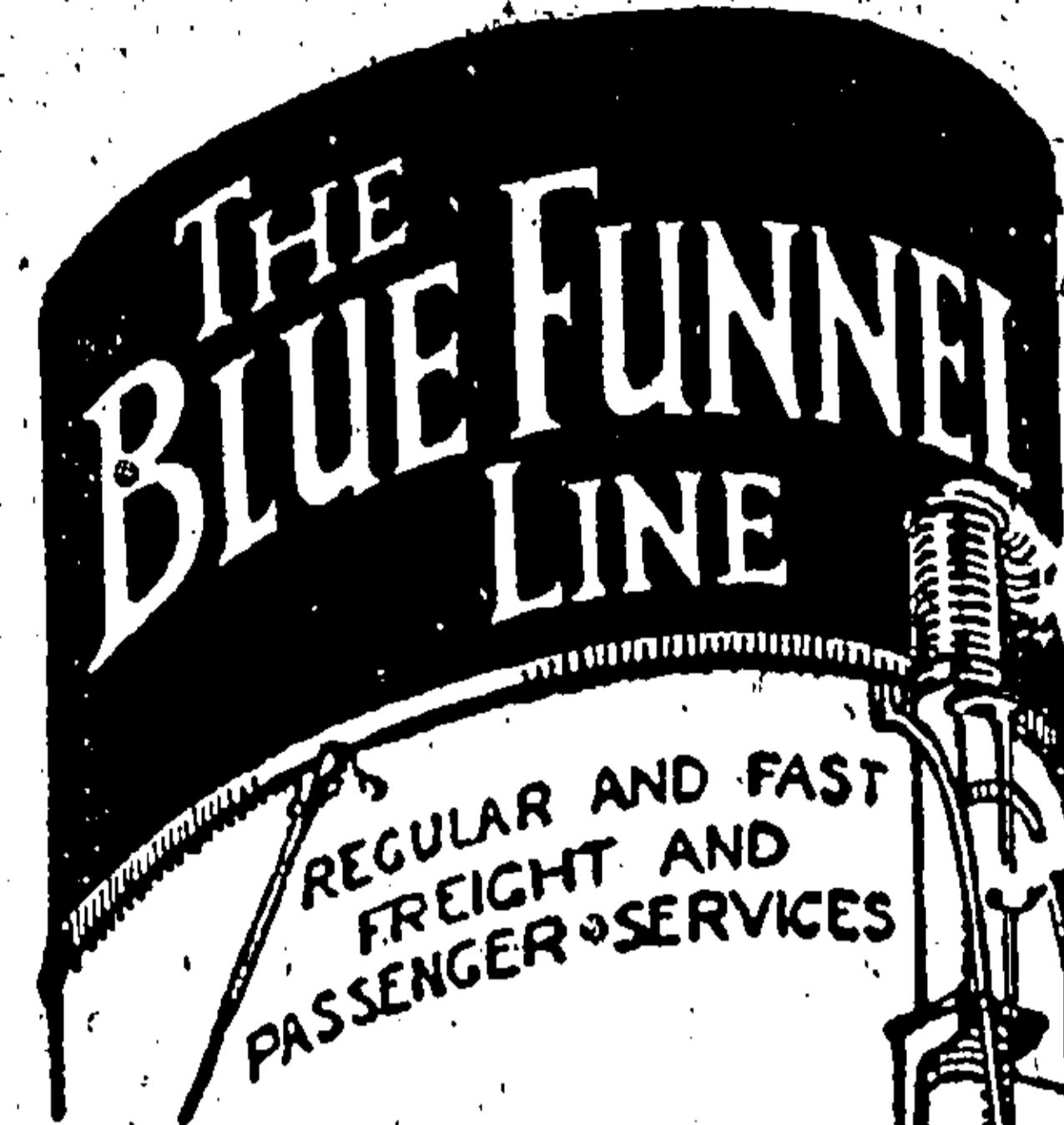
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33, Des Voeux Road Central.

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MENTAL TONIC
"OVERLAND CHINA MAIL"
CREAM OF THE WEEK'S NEWS
FREE ILLUSTRATED SUPPLEMENT.
READY TO-MORROW
25 Cents. 25 Cents.



LONDON SERVICE.

"ANTENOR" 20th Oct. Milne, London, Rotterdam, & Glasgow
"PERSEUS" 11th Nov. Milne, London, Rotterdam and Hamburg
Calls at Casablanca.

LIVERPOOL SERVICE.

"EUROPA" 26th Oct. Genoa, Havre, Liverpool and Glasgow
"TANTALUS" 20th Nov. Genoa, Havre, Liverpool and Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"TUNDAREUS" 8th Nov. For Victoria, Vancouver & Seattle
"PROTEUS" 27th Nov. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"AGAPENOR" Sails 17th Oct. For Davao, Cebu, Iloilo, Manila, New York, Boston & Baltimore via Surz
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:
Buttersfield & Swire.
Agents.

SEE CENTRAL THEATRE HEAR

TO-DAY TO SATURDAY

DAILY AT 2.15, 5.10, 7.15 & 9.20 P.M.

THE BIG PICTURE OF 1930.



Join in the Whoopie, with 30 Famous Stars!

- RICHARD ARLEN Singing, dancing!
- CLARA BOW Strutting "It"!
- CLIVE BROOK Sleuthing the laff!
- RUTH CHATTERTON Stirring your heart!
- GABY COOPER Speaking his love!
- SKEET GALLAGHER Starting the fun!
- HELEN KANE Hooping a new doop!
- ABE LYMAN and His Band!
- ZELMA O'NEAL Wrestling with Oakie!
- BUDDY ROGERS Crooning and jiving!
- GEORGE BANCROFT Fighting for fun!
- EVELYN BRENT Slapping her pappy!
- NANCY CARROLL Shaking a sugar-foot!
- MAURICE CHEVALIER Pouting the prouf!
- LEON ERROL Dying to meet you!
- HARRY GREEN Leads the Toreador!
- DENNIS KING Singing — and how!
- JACK OAKIE Okay-ing the party!
- WILLIAM POWELL Solving your troubles!

* AND MORE!

NEXT CHANGE, SUNDAY, OCTOBER 19

CLIVE BROOK & RACIANDA.

"A DANGEROUS WOMAN"

The China Mail

Thursday, October 16, 1930.
Eighth Moon, 25th Day.

ESTABLISHED
1845

大英十月十六號 神拜月
中華民國庚午年八月廿五日

HONG KONG, THURSDAY, OCTOBER 16, 1930.

INDUSTRY MUST SAVE
ITSELF.

Salvation Not in Power
of Government.

A DEFICIT PROBABLE.

London, Yesterday. Mr. Philip Snowden, in a speech made at a banquet at the Mansion House to-day, admitted that the revival of trade was slow, but deprecated the present pessimism. Two Government could do little. The salvation of industry lay in the hands of industry itself.

Referring to the criticism that the terms of his conversion loans were too generous, and that the Bank of England would be driven to restrict credit, Mr. Snowden emphasized that bankers' deposits at the Bank of England were now higher than a year ago; nor had cheap money rates unfavourably affected foreign exchanges, and, as things stood, he was able to look forward to better—from the Treasury point of view—debt conversion operations in future.

He mentioned the huge block of £200,000,000 five per cent. War Loan, and said that he would carry out large conversion operations when the time was favourable. A deficit was probable at the end of the financial year, but he hoped to avoid new taxation.—Reuter.

AIR RECORDS.

KINGSFORD-SMITH GETS
FASTEAST TIME.

BRITAIN TO RANGOON.

Rugby, Yesterday. Captain Kingsford-Smith, who left Croydon for Australia on an Avro Avian light aeroplane on October 9, arrived at Rangoon from Allahabad this afternoon, and intends taking off for Singapore early to-morrow morning. This is the fastest time recorded for the Britain to Rangoon flight.

Hill in Singapore. Anxiety regarding the Queen's land airman, Flight-Lieutenant Hill, who left Britain for Australia on October 5, was relieved to-day with the news of his arrival in Singapore.—British Wireless Service.

Earlier Cable. Rangoon, Yesterday. Kingsford Smith landed here at 4.52 p.m., and is four days ahead of Hinkler's time.—Reuter.

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